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1. The Railway Repair Workshops (Polskie Koleje Panstwowe Warsztaty Naprawcze) No. 11, formerly Railway Car Factory (Fabryka Wagonow), are located on ulica Wroclawska, in Ostrow (P51/C98). The leading personnel of the plant are:

Chief Director: Gajczak (held this post before the war)
 Director for Political Matters: Engineer Malecki
 Technical Director: Engineer Strug (or Struk)
 Manager of Assembly Shop No. 1: Engineer Kamola
 Manager of Assembly Shop No. 2: Engineer Zawadzki (or Zawada)
 Chief of the UB (Security Police) cell in the plant: Madejski;
 a native of Ostrow, hairdresser; prior
 to assuming his present post, he was
 employed as an ordinary worker.

2. The plant employs 5,000 workers, including female labor, working in three shifts. [] posters in the town stating that the plant required additional manpower. There are no Russians employed in the plant or in the administrative offices. The plant is closed on Sundays and holidays. The workers are housed in the neighborhood of Ostrow and bicycle to work or travel in special trains. The plant owns six trucks by which workers are brought from outlying localities which lack convenient transportation facilities. 50X1-HUM
3. The plant has 13 departments; Department II is the mechanical department. This department is subdivided into the following workshops: lathe shop, fitters' shop, tool shop, forge and lathe shop for mounted axles and pivot shop (czopownia).
4. Most of the machines and installations of the plant are pre-war, and a few were installed by the Germans during the occupation. Very little additional machinery has been purchased from abroad since the war.

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5. The lathe shop has 30 lathes of various types, each with its own motor. Among these lathes are the following: eight Junc lathes, seven Martin lathes, (German manufacture) [redacted] The shop also has the following equipment: two chain-driven circular saws (pily tarczowe), each with a diameter of approximately 1,300 meters, German make, working on very low revolutions since the teeth are apt to break when the speed is increased; six German planing machines: three slotting machines for making cog wheels [redacted] six milling machines, of which four were German and two Czech. 50X1-HUM
6. The fitters' shop has the following equipment: four German lathes; eight screw-cutting machines (seven German, and one [redacted] 12 points); four die-casting machines (matrycarnie), of which two are German; and one hand saw [redacted] 50X1-HUM
7. The tool shop contains the following machinery: five lathes; two milling machines; one cross-cut saw; six grinding machines (four German [redacted] one low-powered pneumatic hammer; and two hardening furnaces, one for small articles only, the other for wagon wheels. 50X1-HUM
8. The forge has 11 steam hammers, all German make, one large, two medium, and eight small; two circular saws, diameter to one meter; and four electric furnaces for heating rivets. 50X1-HUM
9. The lathe shop for mounted axles and pivot shop contain the following: eight lathes, including six German and two old pre-war lathes; two lathes for boring rings; and six German pivot-making machines (czygowki). 50X1-HUM
10. The workshops are well equipped with overhead traveling cranes, which were completely refitted after the war. Before the war, cars were moved from Shop No. 1 to Shop No. 2, where they were finished and placed on railway tracks near the garage, and an overhead crane was mounted between the shops which could lift four cars simultaneously. This crane is still there, but has not been used because the method of handling the cars has been changed. The cars arrive by the main track and are shunted in front of the dismantling shops from where the overhead traveling cranes (three for each shop) lift and carry the cars to one of the three tracks in the dismantling shop. Here the cars are inspected, dismantled, and the crane moves the car to a place between the dismantling and assembly shops. From here the cranes pick up the cars and place them on the proper track in the assembly shop. Completed cars are then picked up by the cranes and placed on one of the three tracks running alongside the assembly shops; these tracks connect with the main track. Some of the finishing work, such as painting the numbers on the cars, etc., is sometimes done here.
11. The plant produces spare parts, with the exception of wheels, rings (supplied from Silesia), and electrical fittings, and overhauls freight cars and passenger cars. The cars for repair arrive at the plant from various districts, mainly from Poznan, Warsaw, and Wroclaw (Breslau). No locomotives are sent for repair to this plant. Seventy-five percent of the cars for overhaul are freight cars and priority is given to these. When a large number of freight cars arrive at the plant, work is stopped in Shop No. 2 (passenger cars) and workers are transferred to Shop No. 1 (freight cars).
12. In the first three months of 1951, all the usual work in the shops was stopped and 1,000 covered freight cars (20 tons, two axles, automatic brakes) were converted for transport of passengers. The following adaptations were carried out:

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- a. One side of the car was completely walled-in and the sliding doors replaced by one normal-sized window.
- b. On the other side, the sliding doors were converted into ordinary doors with window glass, as in a passenger car.
- c. The four little windows already in the cars were provided with glass panes, but were not enlarged.
- d. An iron coal stove with a pipe outlet into the roof of the car was installed in one corner of the car. The stove was for heating the car and possibly, heating food. Near the stove, a small table and a wall cupboard were permanently fitted.
- e. Electric fixtures were installed; one light in the center and lights near the berths.
- f. Three-tiered sleeping berths were fitted in the three corners of the car along the length of the walls.
- g. Each car was furnished with one moveable table and three folding benches without backs.
- h. No shelves or racks for weapons were fitted into these cars.

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the name of the home station (stacja macierzysta) was not painted on the cars. These cars were taken over by a commission appointed by the Ministry of Railways, which included one Soviet officer.

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- 13. The plant is not supplied with any ready-made spare parts except for wheels, rings, and electric fixtures; everything is made on the spot. Scrap iron from dismantled cars is used again; that which is unusable is returned to the iron works in Silesia (sic). Worn-out wooden material is either distributed among the workers or used for fuel in the gas works.
- 14. Production is frequently slowed down because of a lack of materials, especially non-ferrous metals such as brass and paint. There are frequent shortages of iron rods of the right diameters. In order not to interrupt work, thicker rods were taken from stock and cut down to the required thickness. Such mismanagement not only caused loss of valuable time, but also wastage of valuable raw material.
- 15. Electric power is supplied by the Kalisz Power Station, since the local station is inadequate. The factory has its own reserve power plant, which is very weak, and a steam plant for heating purposes and for driving the steam hammers. The steam is generated in the building known as the gas works.
- 16. The plant can easily be identified from the air since it is not camouflaged, and the surrounding area is not built up. It is rather difficult to observe the plant from the ground because the area is surrounded by a high fence of closely placed boards. There are no high landmarks nearby from which it is possible to look over and see what is going on inside the area. There is only one convenient observation point, a road bridge, from which movement within the factory grounds can partly be observed, but only a small part of the area is visible. On the other hand, accurate observation of traffic on the railway siding leading from Ostrow station to the plant can be carried out without risk from two vantage points:

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- a. A road bridge on the Ostrow - Qstrzeszow main road under which is the railway siding of the plant. Here an observer can easily see what is loaded on the open trucks. He could, however, be seen from the factory.
 - b. A seat in the public park. The railway siding, which runs in a cutting before passing under the bridge, skirts this small park on the west side. An observer here could partially see contents of cars as he would be looking slightly down on to the freight traffic.
17. The wooden fencing around the factory is $2\frac{1}{2}$ m. high, with three rows of barbed wire above, leaning outwards. At intervals of 40 m. along the fence are electric lamps (500 watt) on poles. The plant is guarded by approximately 20 members of the SOK (Railway Security Guard) armed with rifles. There are no watch dogs on the grounds during the day. Source did not know if there were any at night. There are three entrance gates: main gate, gate for railroad cars, and a "coal gate". The main gate on ul. Wroclawska is controlled by one guard. Loaded vehicles may only enter here by pass. Each vehicle is checked by the guard to see if the load agrees with the pass specifications.
 18. Every worker enters via the watchmen's quarters in building 1 and shows his pass to one of two watchmen permanently on duty. The worker then picks up from the control board a disc bearing his number, which he subsequently hangs on the control board in the department where he is employed. The passes are not provided with photographs. On leaving the workshops, the worker takes his disc from the premises in which he is working and returns it to the control board in the watchmen's quarters. Passes are not checked when workers leave, but workers are frequently searched for valuable metals and paint.
 19. Opposite the main entrance, on the other side of the street, there are bicycle racks for workers, and a parking lot for customers. This entire area is guarded by one civilian watchman.
 20. The gate for railroad cars is located under the road bridge. It is controlled by two SOK members who open the gates for incoming and outgoing traffic of railroad cars. There is no pedestrian traffic through this gate.
 21. The "coal gate" is only used for the traffic of vehicles transporting coal allocations for railway workers. Near the gate is a SOK guard post where, in addition to two permanent guards, there is a clerk issuing the coal, and guards who do not happen to be on guard or on patrol duty at the moment.
 22. In addition to permanent guards at the gates, patrols composed of two SOK men circulate in the grounds by day to see that workers do not idle in the area and do not smoke - a rule very strictly adhered to inside the plant. Source did not know whether a watch is kept in the grounds after working hours.
 23. No air-raid shelters or antiaircraft gun emplacements are under construction in the factory area.
 24. Workers' wages are calculated on the basic wage plus a premium for surplus production. The average monthly earnings are as follows:

Administrative clerk	360 zl.	plus premium up to 90 zl.
Skilled worker	250 zl.	plus premium up to 250 zl.
Unskilled worker	200 zl.	plus premium up to 150 zl.

The amount of the premium depends on the amount of surplus of work achieved. The norms themselves have constantly been raised and could not be fulfilled because of the shortage of raw materials, so that premiums were low or sometimes non-existent. In addition to wages, the workers receive: 80 per cent reduction of railway fares; 12 free railway tickets per year; an allocation of 300 kg. of coal per month; a complete set of uniform clothing which includes one overcoat every three years, one tunic every two years, one uniform pair of trousers every year, one pair of shoes every two years, one worker's overalls every six months and a set of working clothes. The workers receive no food allocations. The canteen is poorly managed and expensive, and is used rarely.

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25. The workers are rather hostile to the régime; many of them were employed in the workshops before the war, and they compare their pre-war wages and the purchasing value of what they earn now. The authorities do not dismiss them because they are mostly highly skilled and qualified workers. In addition, the constant increase in the imposed norms of work and the ensuing lowering of wages as well as the general high cost of living and high prices of foodstuffs also cause discontent. Even before the war, Ostrow was regarded as one of the more expensive towns in regard to foodstuffs. Further discontent is created by constant mass meetings, called after working hours of a shift, so that workers lose their free time.
26. Very frequent thefts occur in the plant, chiefly stealing of valuable metals and paint, which are in very short supply and expensive on the market. Search of the workers as they leave appears to be of no use, because they will always find a way of getting the stolen goods over the fence or concealing them in one of the cars leaving the plant.

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Attachment

LEGEND

1. One-story brick building, 80 by 30 meters. In addition to the watchman's lodge, this building contains workshops for students of the local trade high school (mechanics "gimnazjum"). The building adjoins the main entrance gate which is used exclusively by vehicles. All pedestrians have to pass through the watchman's quarters.
2. Two-story brick building, 50 by 39 meters, containing administrative offices.
3. A single-floor brick building, 50 by 30 meters, containing technical offices, and in the southern wing, out-patients department and sick-bay with several beds.
4. Brick stables for six horses and the car shed. The horses are mostly used for deliveries, against payment, of the coal allocations for the personnel of the plant.
5. Workshop No. 1, assembly of freight cars.
6. Workshop No. 2, assembly of passenger cars.
Both of these workshops are brick buildings, 150 by 120 meters, 15 to 20 meters high, with flat glassed roof. There are eight doors in the eastern and western walls. [] the capacity of each shop was about 100 cars with sufficient room for access to the latter.
7. Brick building containing the reserve power house.
8. Brick building containing accommodation for six trucks and an emergency motor-vehicle repair shop.
9. Single-floor brick building, 25 by 20 meters, known as the hospital. Here old screws are cleaned and nuts fitted.
10. Single-floor wooden shed, 80 by 20 meters for storage of non-ferrous metals and paint.
11. A yard, about 200 square meters, where timber is stored.
12. Passenger cars dismantling shed.
13. Dismantling shed for freight cars.
Both of these sheds are brick buildings, 70 sq. m. each; height 15 to 20 m.; flat roof, partly glassed in; solid walls. In the eastern and western walls, there are three gates through which cars are shunted.
14. Brick building, 40 by 20 meters, 15 m. high. Popularly known as the gas works. There is a brick chimney nearby, approximately 25 m. high. Large piles of coke are always near this building.
15. Single-floor brick building, containing watchman's quarters and a weighing machine for vehicles. Nearby is the side entrance gate for freight traffic; tradesmen, etc.
16. Shed, 80 by 60 m., roofed, but without side walls, used for storage of iron material.
17. Motor-driven railway turn-table.
18. Vegetable garden for workers' canteen and a separate canteen for administrative personnel.

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RAILWAY REPAIR WORKSHOP AT OSTROW

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